



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: November 24, 2014

SUBJECT: Work Session for November 24, 2014

5:30 p.m. (15 min) – Record holiday greeting

5:45 p.m. (30 min) – Basalt Creek Project Update. The City Council will receive an update on the Basalt Creek Concept Plan project; including a preview of the information that will be shared at the December 2 joint City Council meeting with Wilsonville.

6:15 p.m. (20 min) – Charter Amendment Implementation Ordinance. On September 16, 2014, the voters enacted a Charter amendment to require voter authorization to use city resources to finance, design, construct, or operate a public rail transit system. Many of the terms in the Charter amendment were undefined. The intent of an implementation ordinance is to reflect the intent of the voters in enacting the Charter amendment and provide guidance to City staff in complying with the Charter.

6:35 p.m. (15 min) – Civic Facilities Update. An update on the progress of the Civic Facilities Study will be given.

6:50 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the November 24th City Council meeting and brief the Council on issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cindy Hahn, Associate Planner
Aquilla Hurd-Ravich, Planning Manager and Alice Cannon, Assistant City Manager

DATE: 11/24/2014

SUBJECT: Basalt Creek Concept Plan Project - Update and Preview of the December 2, 2014 Joint City Council Meeting with Wilsonville

ISSUE BEFORE THE COUNCIL:

City Council will receive an update on the Basalt Creek Concept Plan project, including a preview of the information that will be shared at the December 2 Joint City Council meeting with Wilsonville.

EXECUTIVE SUMMARY:

The City Council will meet jointly with the Wilsonville City Council for a presentation of a land use scenario (the Base Case Scenario) that has been developed and evaluated. The purpose of this work session presentation is to prepare for that meeting (see Attachment A for the meeting agenda).

At the last Council briefing in September, staff and the consultant team shared the land suitability analysis identifying areas of the Basalt Creek planning area that are most suitable for development based on natural and man-made constraints, parcel size, slope, and various other factors. After completing the land suitability analysis, staff started to look at the type of land use that might be most suitable in different parts of the planning area, and how those land uses might be served by roads and wet infrastructure (sewer, storm, water). This was the beginning of the Base Case Scenario. Other tasks that went into developing the Base Case Scenario include:

- identifying land uses that might be appropriate in the area
- sketching in connector and local roads
- overlaying wet infrastructure (sewer, storm, water)
- evaluating the scenario for impacts on transportation and public utility systems
- identifying a base case jurisdictional boundary between Tualatin and Wilsonville to allow evaluation of the Base Case Scenario.

Council will see the Base Case Scenario and how it affects transportation and utility systems at the Joint City Council meeting next Tuesday, December 2, in the City of Wilsonville Council

Chambers. We will be asking for Council's input about the Base Case Scenario to inform the creation of up to two additional scenarios in Winter 2015.

NEXT STEPS

Another Joint City Council meeting is planned for February 2015, followed by a public open house to discuss alternative scenarios in March.

Attachments: A. Draft Agenda - December 2, 2014 Joint City Council Meeting with Wilsonville
B. Presentation

MEETING NOTICE AND AGENDA

JOINT CITY OF TUALATIN AND CITY OF WILSONVILLE COUNCIL WORK SESSION

Basalt Creek Concept Plan
Joint Meeting #3

Wilsonville City Hall Council Chambers
29799 SW Town Center Loop E
Wilsonville, Oregon 97070

December 2, 2014
6:00 p.m.

Purpose

- Tualatin and Wilsonville Councilors are updated on the current status of the project
 - Base Case Scenario and evaluation results are presented
 - Councilors provide input to inform creation of two alternative scenarios
-

Basalt Creek Concept Plan Project – Update Joint Council Work Session

A. AGENDA

B. CALL TO ORDER

C. WELCOME AND INTRODUCTIONS

D. PRESENTATIONS

1. Project Update
2. Building the Base Case
3. Scenario Development
4. Base Case Scenario
 - a. Land Use
 - b. Transportation
 - c. Wet Infrastructure

E. ROUNDTABLE DISCUSSION

1. **Discussion:** After hearing about the Base Case Scenario, what elements should the project team consider including in two additional alternative scenarios?

F. NEXT STEPS



Progress Report + Joint Council Meeting Preview

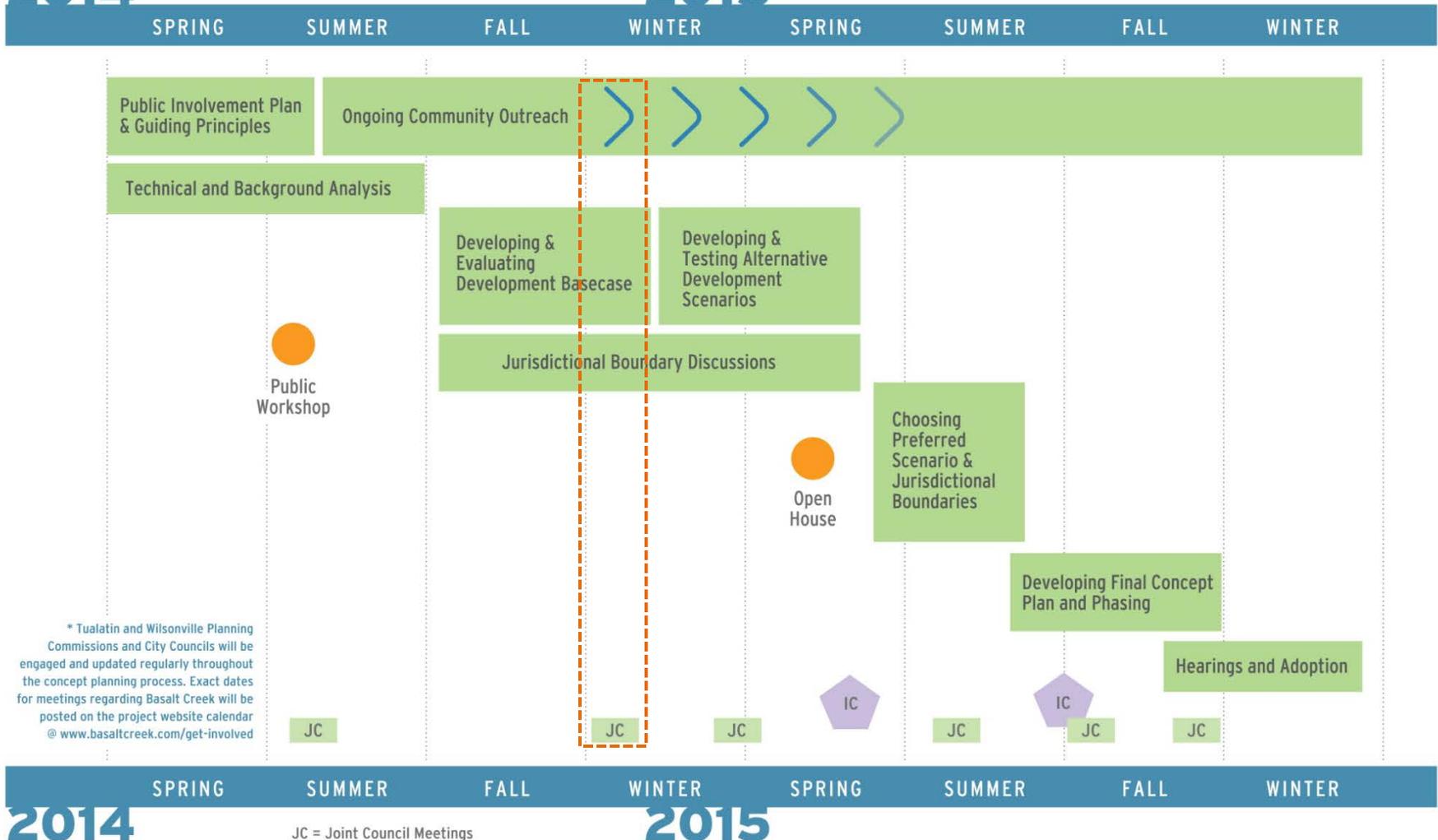
Tualatin City Council
Work Session
November 24, 2014



I. Project Update

2014

2015

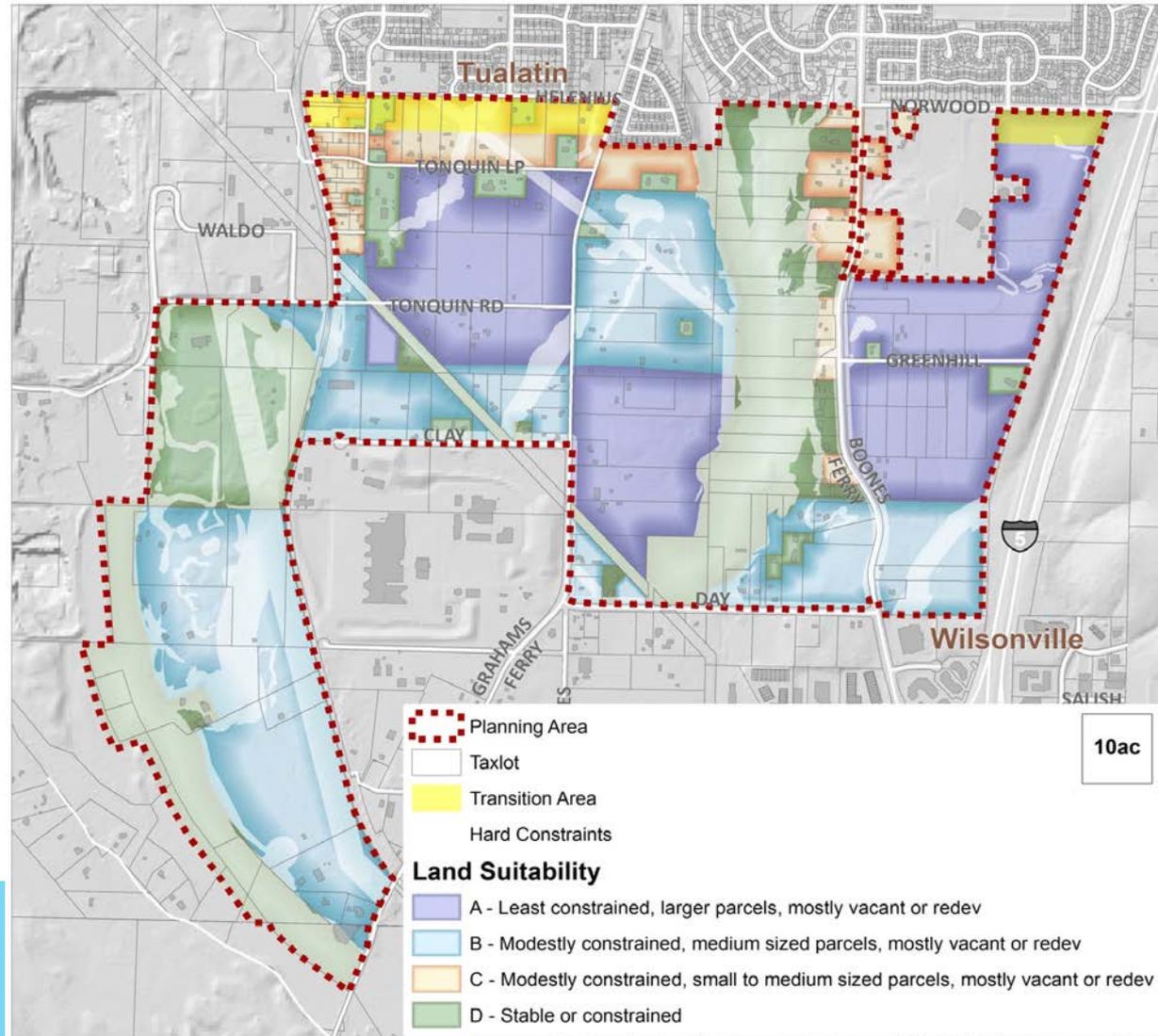


* Tualatin and Wilsonville Planning Commissions and City Councils will be engaged and updated regularly throughout the concept planning process. Exact dates for meetings regarding Basalt Creek will be posted on the project website calendar @ www.basaltcreek.com/get-involved

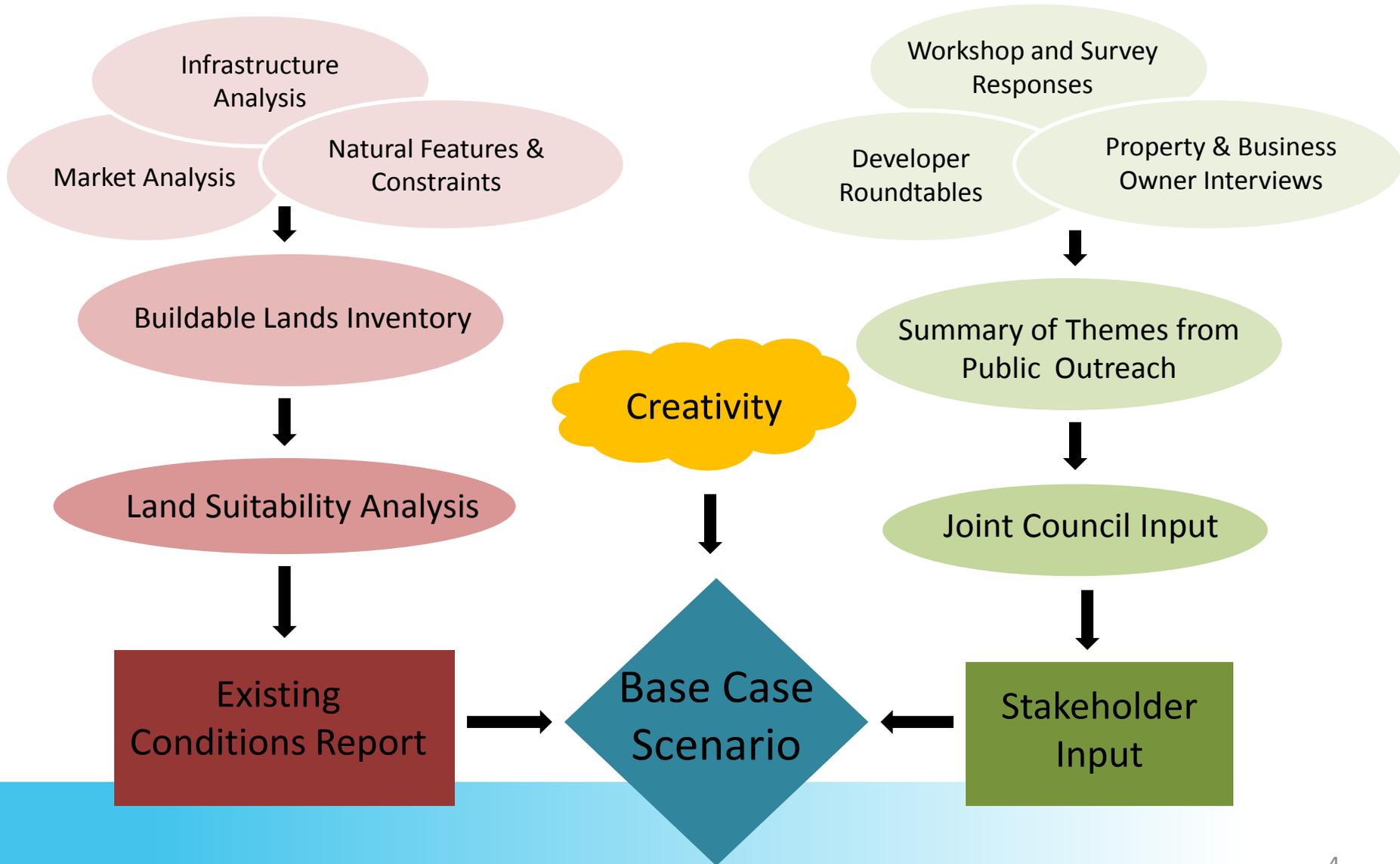
JC = Joint Council Meetings
IC = Individual Council Meetings

Land Suitability Analysis

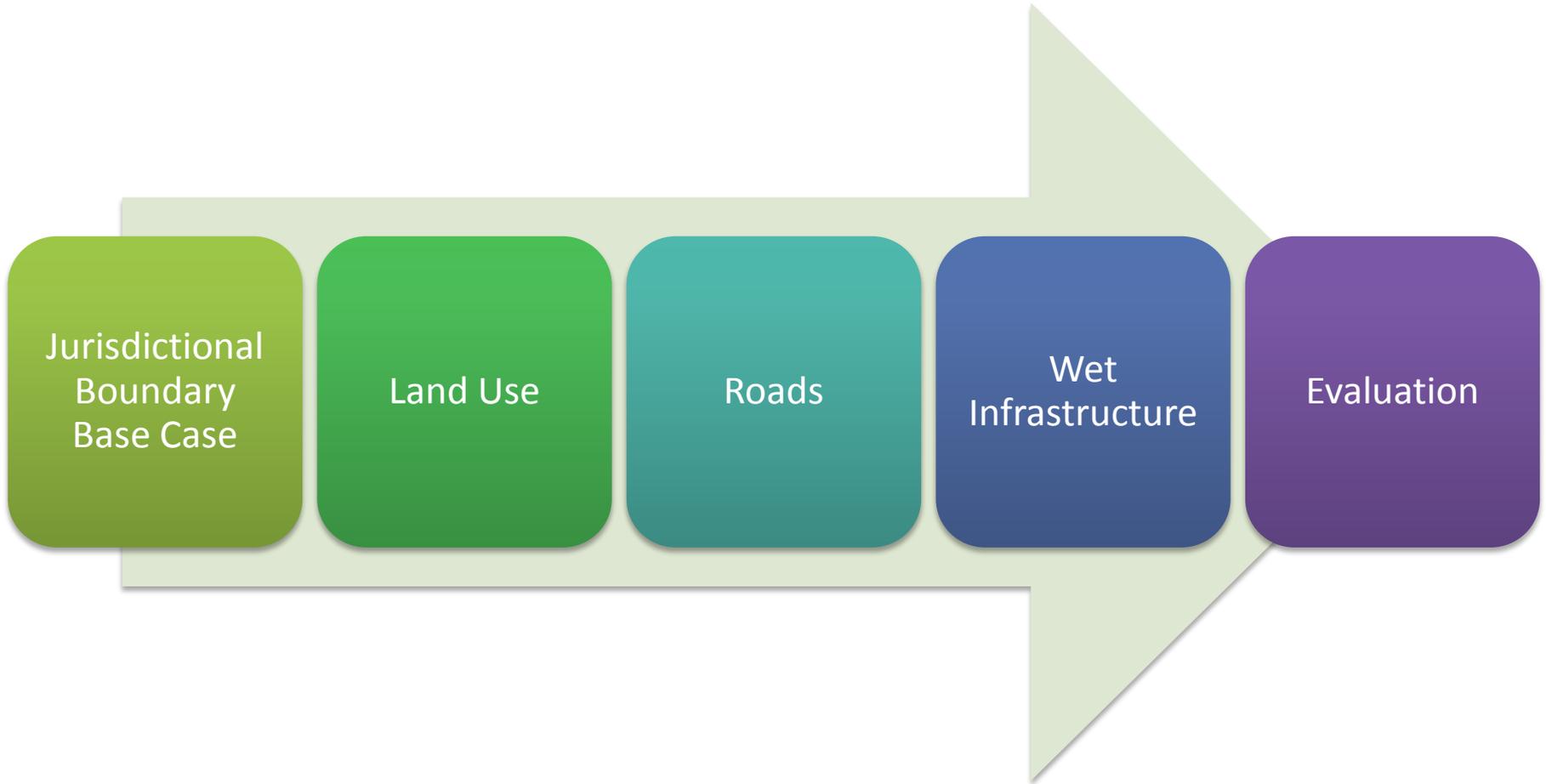
Suitability Category	Vacant Acres
A	197
B	144
C	38
D	12



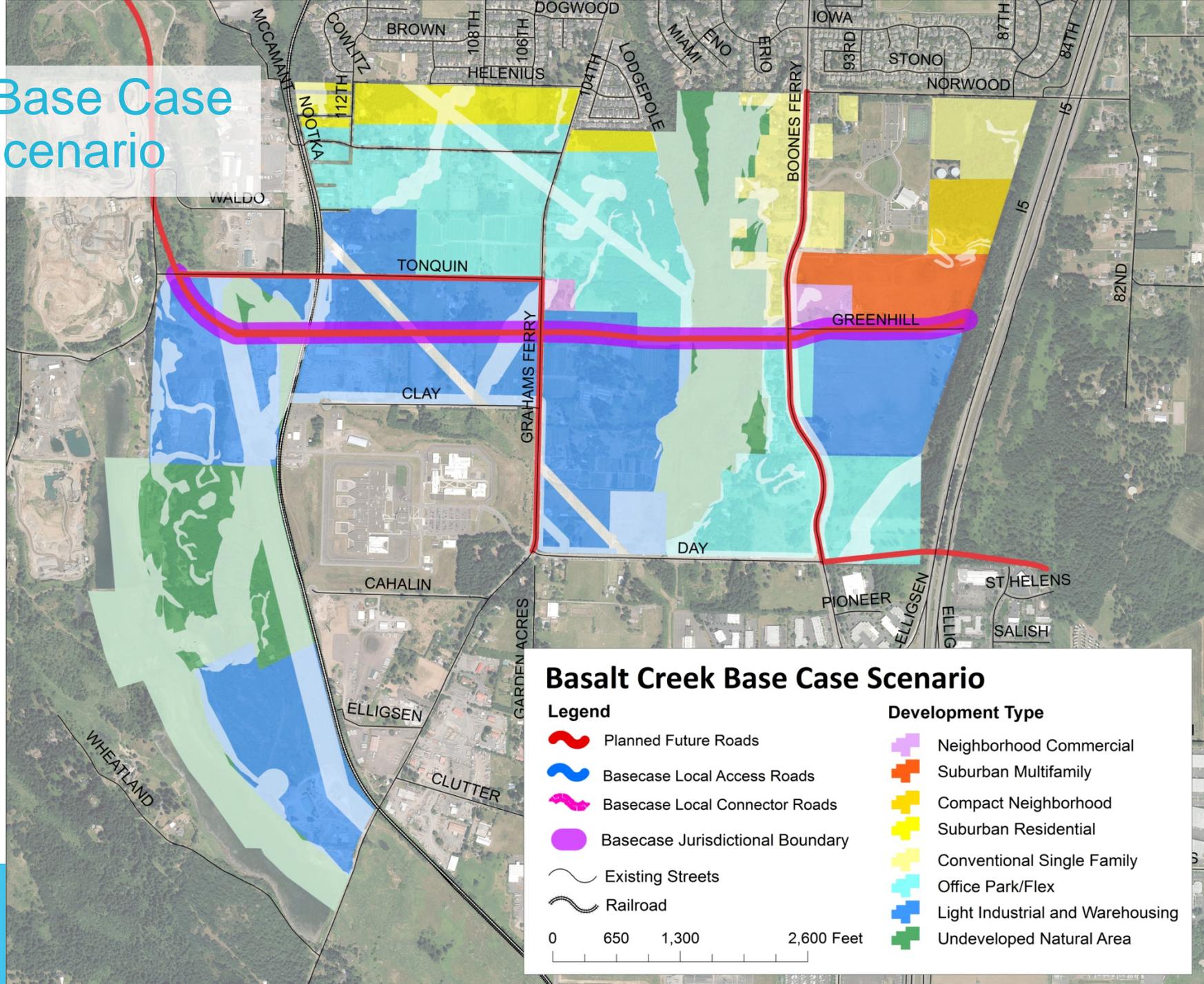
II. Building the Base Case



III. Scenario Development



IV. Base Case Scenario



Basalt Creek Base Case Scenario

Legend

-  Planned Future Roads
-  Basecase Local Access Roads
-  Basecase Local Connector Roads
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad

Development Type

-  Neighborhood Commercial
-  Suburban Multifamily
-  Compact Neighborhood
-  Suburban Residential
-  Conventional Single Family
-  Office Park/Flex
-  Light Industrial and Warehousing
-  Undeveloped Natural Area

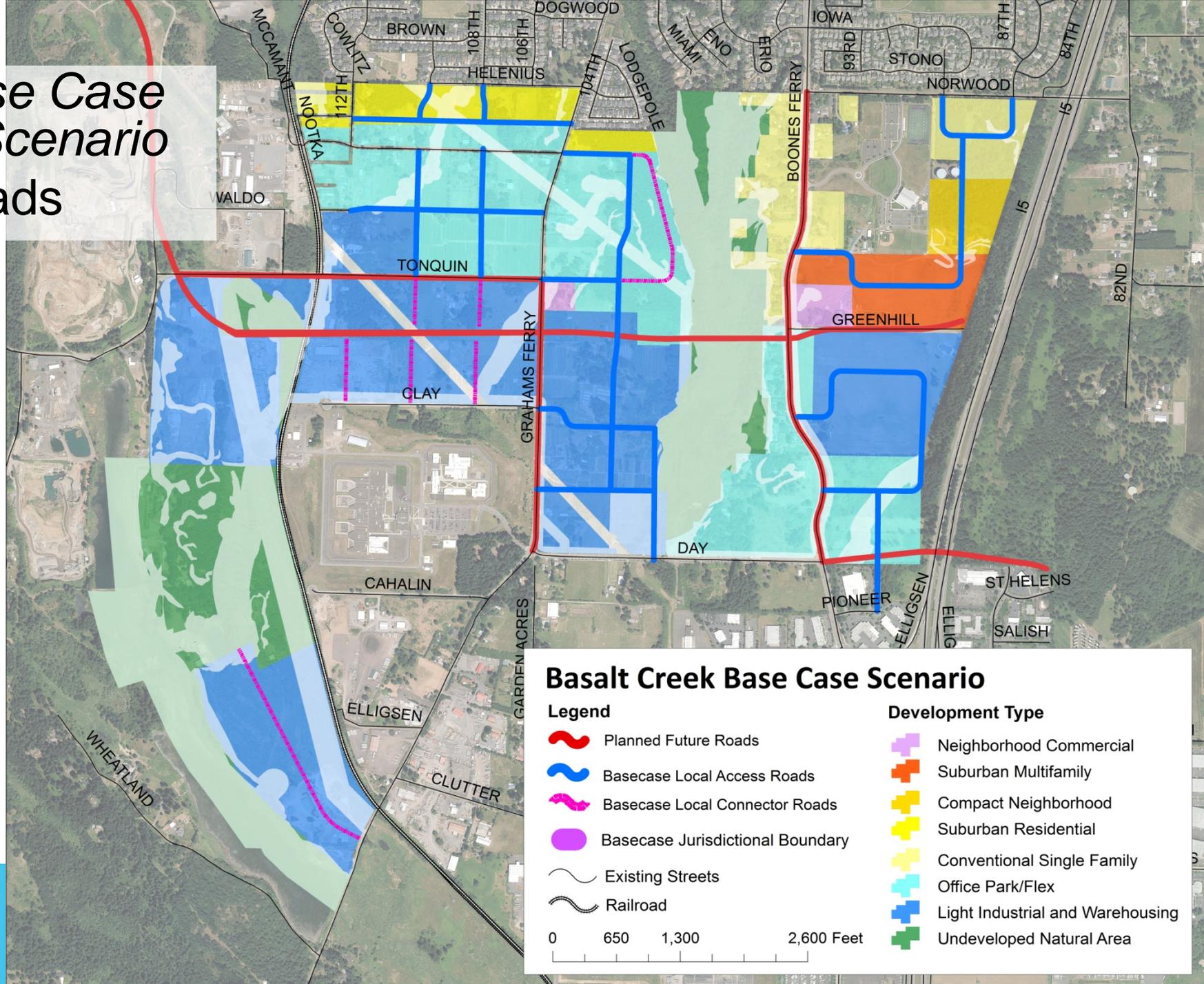
0 650 1,300 2,600 Feet

Comparison to Forecast

	New Households	New jobs	New trips generated*
Transportation Refinement Plan Forecast	1,386	2,562	1,989
Urban Growth Report Forecast	1,214	2,316	1,638
Base Case	653	4,058	1,968

*PM Peak Hour trips. Trip rates: Households = 0.63, Retail jobs = 0.73, non-retail jobs = 0.37

Base Case Scenario Roads



Basalt Creek Base Case Scenario

Legend

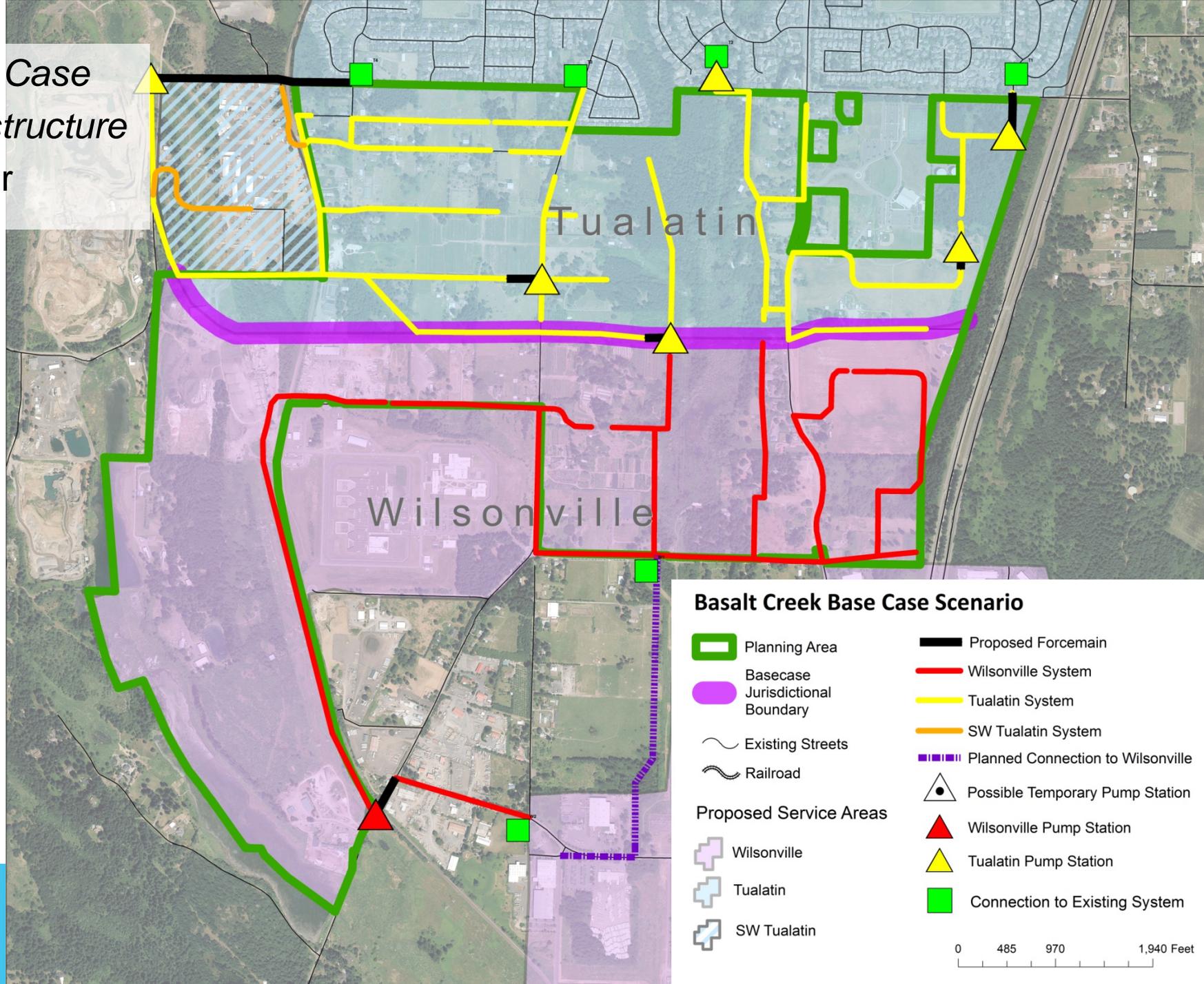
-  Planned Future Roads
-  Basecase Local Access Roads
-  Basecase Local Connector Roads
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad

Development Type

-  Neighborhood Commercial
-  Suburban Multifamily
-  Compact Neighborhood
-  Suburban Residential
-  Conventional Single Family
-  Office Park/Flex
-  Light Industrial and Warehousing
-  Undeveloped Natural Area

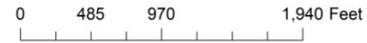


*Base Case
Infrastructure
Sewer*



Basalt Creek Base Case Scenario

- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Proposed Service Areas
 - Wilsonville
 - Tualatin
 - SW Tualatin
- Proposed Forcemain
- Wilsonville System
- Tualatin System
- SW Tualatin System
- Planned Connection to Wilsonville
- Possible Temporary Pump Station
- Wilsonville Pump Station
- Tualatin Pump Station
- Connection to Existing System

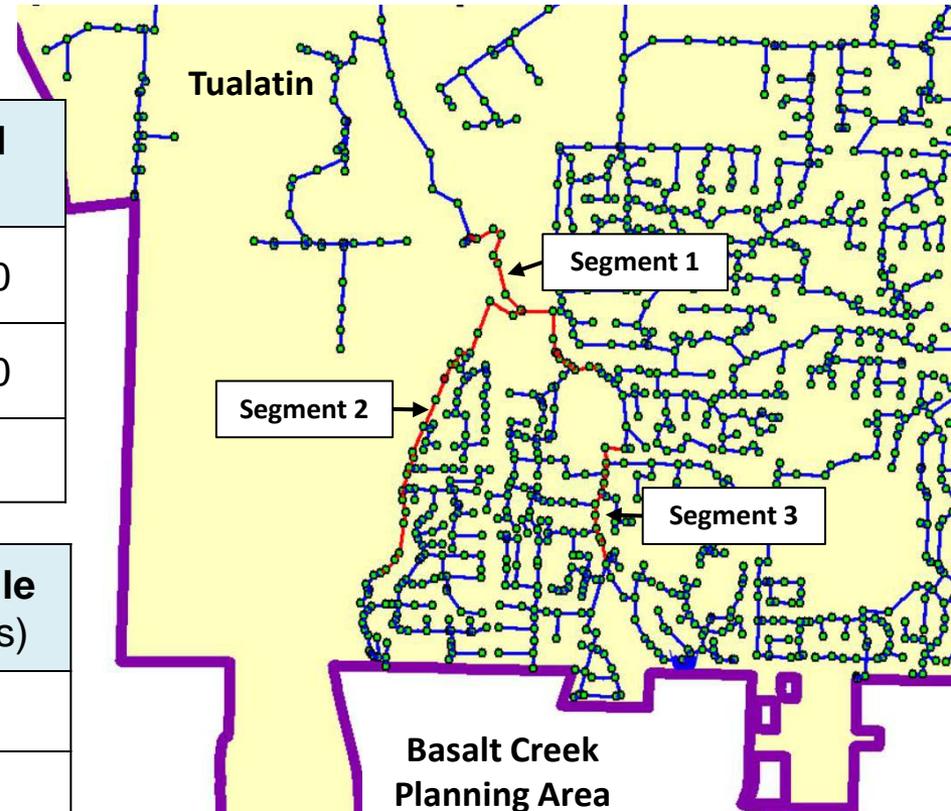


Base Case Infrastructure Sanitary Sewer System

Expected upgrades:

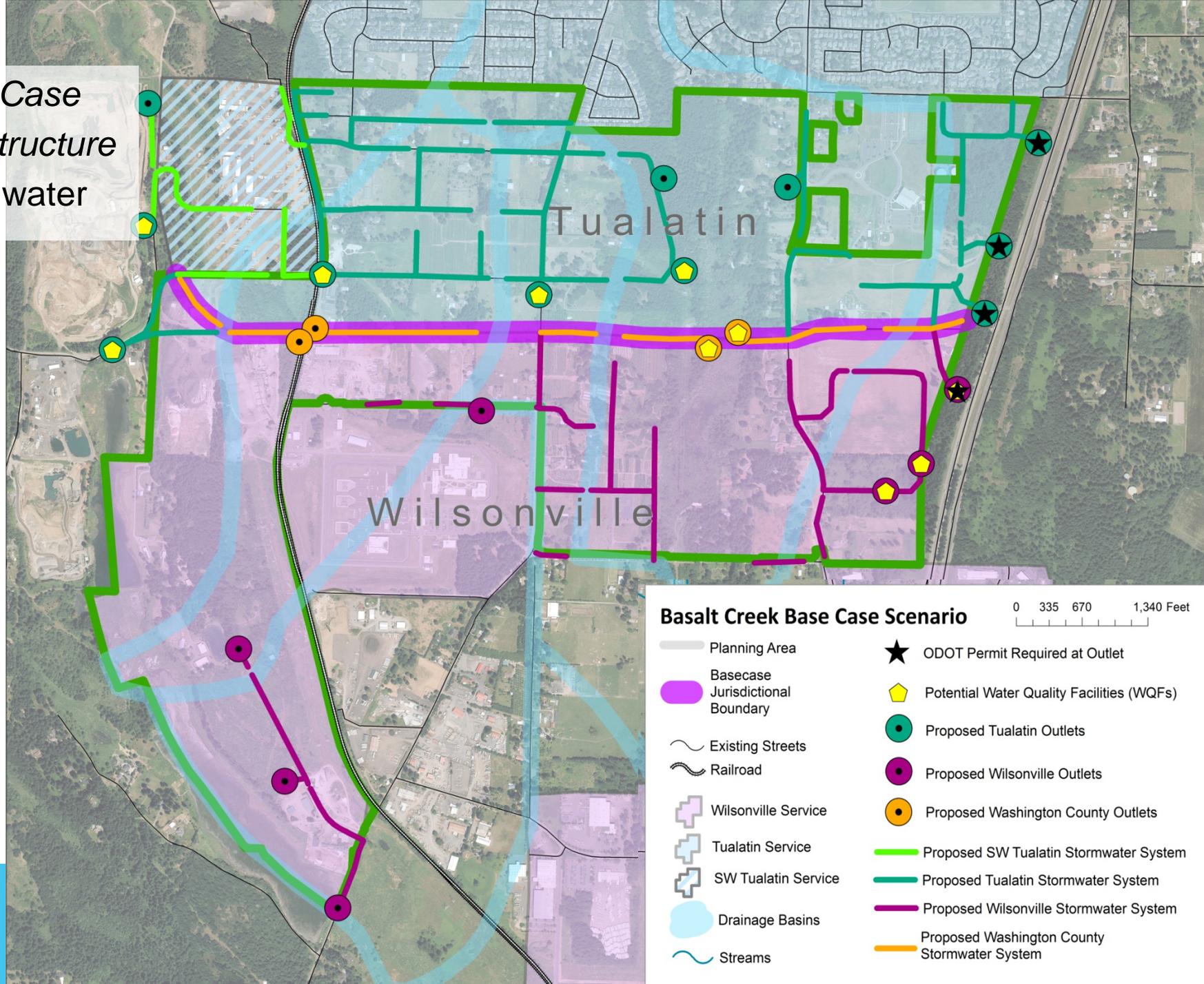
No.	Original Pipe Size	Upgrade To	Estimated Cost
1	10-15 inches	12-18 inches	\$1,000,000
2	10-15 inches	18 inches	\$1,600,000
3	8 inches	12 inches	\$800,000

Jurisdiction	Tualatin (\$ Millions)	Wilsonville (\$ Millions)
Basalt Creek Cost	21.7	14.2
Existing System Upgrade Cost	3.4	4.5
Total Cost	25.1	18.7



 = surcharged pipes

*Base Case
Infrastructure
Stormwater*

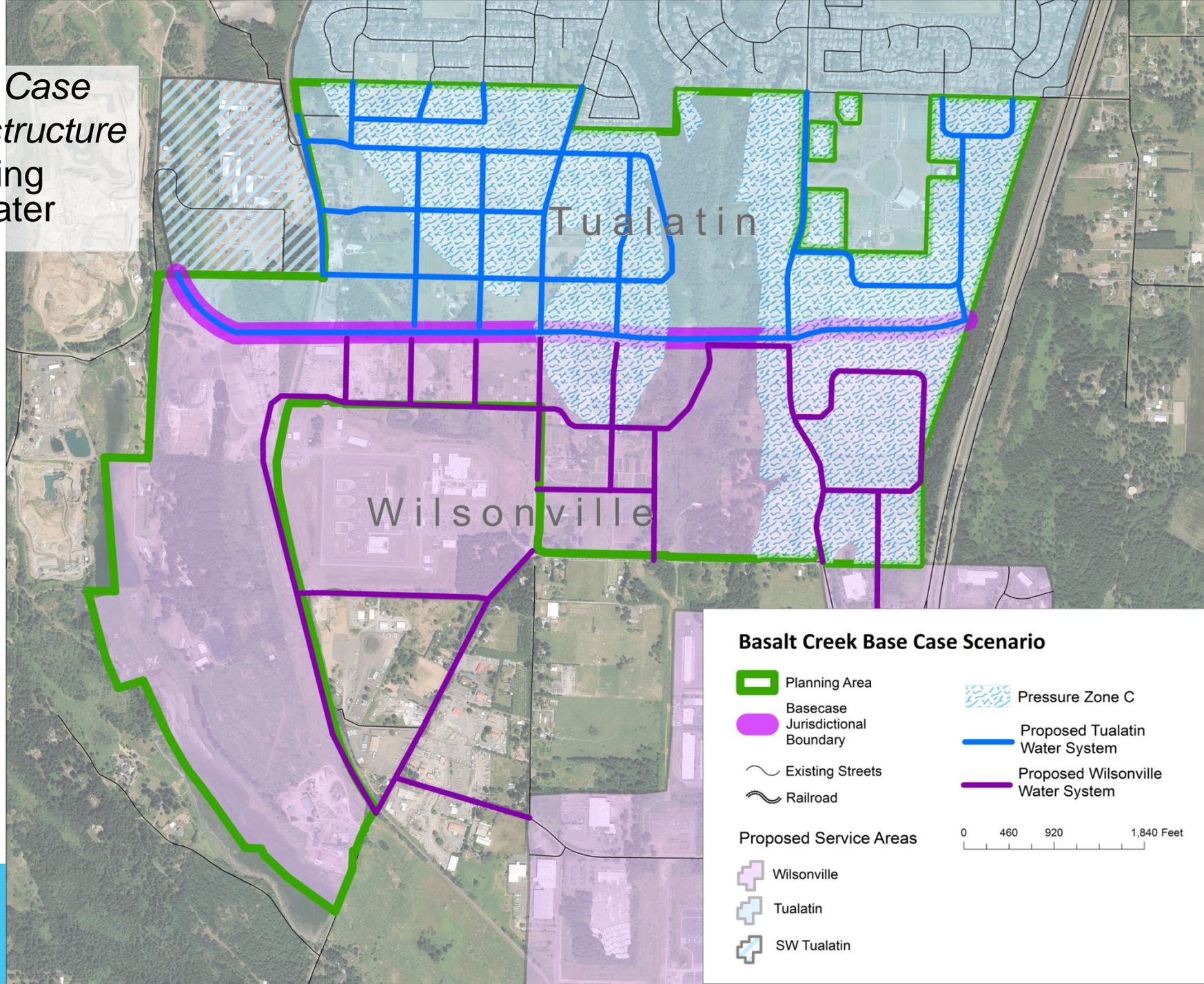


Basalt Creek Base Case Scenario

0 335 670 1,340 Feet

-  Planning Area
-  Basecase Jurisdictional Boundary
-  Existing Streets
-  Railroad
-  Wilsonville Service
-  Tualatin Service
-  SW Tualatin Service
-  Drainage Basins
-  Streams
-  ODOT Permit Required at Outlet
-  Potential Water Quality Facilities (WQFs)
-  Proposed Tualatin Outlets
-  Proposed Wilsonville Outlets
-  Proposed Washington County Outlets
-  Proposed SW Tualatin Stormwater System
-  Proposed Tualatin Stormwater System
-  Proposed Wilsonville Stormwater System
-  Proposed Washington County Stormwater System

*Base Case
Infrastructure
Drinking
Water*



Tualatin

Wilsonville

Basalt Creek Base Case Scenario

- Planning Area
- Basecase Jurisdictional Boundary
- Existing Streets
- Railroad
- Pressure Zone C
- Proposed Tualatin Water System
- Proposed Wilsonville Water System

Proposed Service Areas

- Wilsonville
- Tualatin
- SW Tualatin

0 460 920 1,840 Feet

Base Case Infrastructure Cost Estimate

Utility	Tualatin (\$ Million)	Wilsonville (\$ Million)
Sanitary Sewer	25.1	18.7
Stormwater	9.1	4.6
Drinking Water	10.4	9.1
TOTAL	44.6	32.4

NOTE:

- Drinking water and stormwater costs do not include existing system upgrades
- Cost estimate is at a concept level, +100%/-50% accuracy.

V. Next Steps

- **Base Case Scenario**
 - December 2, 2014 – Joint City Council Meeting
 - 6:00-8:00 pm, Wilsonville City Hall
- **Alternative Scenarios**
 - February 24, 2015 – Joint City Council Meeting
- **Public Open House on All Scenarios**
 - March 31, 2015

Discussion

- Feedback or questions on the Base Case Scenario?
- Input on changes in the Base Case to evaluate in the alternative scenarios?



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder
Sean Brady, City Attorney

DATE: 11/24/2014

SUBJECT: ***6:15 p.m. (20 min) – Charter Amendment Implementation Ordinance.*** On September 16, 2014, the voters enacted a Charter amendment to require voter authorization to use city resources to finance, design, construct, or operate a public rail transit system. Many of the terms in the Charter amendment were undefined. The intent of an implementation ordinance is to reflect the intent of the voters in enacting the Charter amendment and provide guidance to City staff in complying with the Charter.

Attachments: [Draft Ordinance](#)
[Initiative Language](#)
[Rail Voters Pamphlet](#)

ORDINANCE NO. ____

AN ORDINANCE RELATING TO THE RAIL CHARTER AMENDMENT, CREATING NEW TUALATIN MUNICIPAL CODE CHAPTER ____, AND ADDING NEW PROVISIONS.

WHEREAS, an initiative petition was submitted to City voters to amend the City Charter to prohibit the Council from authorizing the use of city resources to finance, design, construct, or operate any public rail transit system without first obtaining voter approval; and

WHEREAS, on September 16, 2014, City voters approved the initiative to amend the Charter; and

WHEREAS, based on the ballot title, explanatory statement and arguments for the initiative, which were all published in the Washington County voters' pamphlet, the Council finds that the intent of the voters in enacting the initiative was to provide Tualatin taxpayers the opportunity to vote for or against the spending of or the commitment to spend significant amounts of City resources to bring a public rail transit system to the City; and

WHEREAS, the Council finds it is necessary and in the public interest to define the terms used in the initiative in order to clarify the intent of the Charter and provide necessary guidance to City staff;

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Chapter __ - __ is added to the Tualatin Municipal Code to read as follows:

- **010 Purpose.** The purpose of this Chapter is to define the terms used in Chapter X, Section ____ of the Charter in order to clarify the intent of the provisions and provide necessary guidance to City staff, consistent with the intent of the voters.

- **020 Definitions.** The following definitions apply to this Chapter, unless the context specifically provides otherwise:

(1) "City resources" means public funds, staff time, lobbying agreements, property interests or other tangible and intangible city assets, and the right to direct or permit the use of those resources.

(2) "Construct" or "construction" means to build.

(3) "Design" means the development of drawings that result in a complete set of plans and specifications describing the project to be built.

- (4) "Finance" or "Financing" means to provide funding for or borrow money to fund.
- (5) "Lobbying agreement" means a contract between the City and an individual, corporation, or other legal entity for the purpose of advocating on the City's behalf for a policy outcome to a government or governmental official.
- (6) "Operate" means to carry on or manage.
- (7) "Planning activities" means defining and documenting project requirements in a study, environmental report, or other planning document, and includes activities conducted pursuant to state-wide planning laws, activities conducted pursuant Metro requirements, and draft environmental impact statements.
- (8) "Property interests" means real or personal property owned by the City or in which the City has an interest.
- (9) "Public funds" means City funds, but does not include funds collected by the City on behalf of another government entity.
- (10) "Public rail transit system" means a rail system owned by a public body that transports public patrons, and includes high speed rail, heavy rail, light rail, and subways.
- (11) "Staff time" means the use of City personnel in a paid status.
- (12) "Tangible or intangible city assets" means assets owned by the city or in which the City has an interest and include City facilities, City equipment, and City-owned intellectual property interests.

- 030 Referral of Authorization Ordinance to Voters.

- (1) The Council will refer an authorization ordinance to City voters prior to authorizing the use of city resources for any of the following:
- (a) Finance a public rail transit system;
 - (b) Design of a public rail transit system;
 - (c) Construct a public rail transit system; or
 - (d) Operate a public rail transit system.
- (2) The authorization ordinance referred by the Council must contain the following information:

- (a) The types of city resources to be used, such as whether City property will be dedicated to a particular use or whether City funds will be used;
- (b) The permissible use of any city resources to be used;
- (c) The estimated cash value of the city resources to be used;
- (d) The estimated personnel costs associated with any city resources to be used; and
- (e) The duration the authorization is effective.

(3) The Council may authorize the use of city resources for the purposes described in subsection (2) only within the parameters of an authorization ordinance approved by city voters.

- 040 Information Provided to Voters Before Election. At least 21 days before the scheduled election on any authorization ordinance referred by the Council under section -030, the City must provide a detailed description of the information outlined in .030(2) and present the information on the City's website or provide the information by direct mail to registered voters.

- 050 Ballot Title and Explanatory Statements. The City Manager or City Attorney will prepare and submit the ballot title and explanatory statement for any authorization ordinance referred by the Council under section -.030.

- 060 Activities Specifically Authorized. The following activities are specifically authorized and do not violate the Charter:

- (1) Planning activities related to a public rail transit system;
- (2) Attendance at internal and external meetings where the topics of finance, design, construction, or operation of a public rail transit system are discussed;
- (3) Participation in advisory groups or the making of advisory decisions about the financing, design, construction, or operation of a public rail transit system;
- (4) Participation with other governmental entities in the financing, design, construction, or operation of a public rail transit system if city resources are not used to finance, design, construct, or operate a public rail transit system;
- (5) The administration of development applications related to a public rail transit system;
- (6) Any activity the Charter delegates to the City Manager to authorize;
- (7) Any activities or obligations related to a public rail transit system that are required by contract or agreement entered on or before September 16, 2014; and

(8) Use of city resources to respond to any public safety concerns involving a public rail transit system.

DRAFT

Act to Require Voter Approval for New Rail Transit in the City of Tualatin

The people of the City of Tualatin amend the Tualatin City Charter as follows:

- A. The Tualatin City Council may not authorize the use of city resources for the financing, design, construction or operation of any public rail transit system, including, but not limited to, the extension of an existing public rail transit system operating outside of the city limits, without first obtaining the approval of city voters at an election on an authorization ordinance. "City resources" shall include any public funds, staff time, lobbying agreements, property interests or other tangible or intangible city assets, and the right to direct or permit the use of such resources. This subsection does not apply to the use of city resources to respond to or prevent a public safety concern caused by the operation of a public rail transit system.

- B. Any authority extended to the Tualatin City Council by an election held under section (A), shall be strictly limited to the parameters of the authorization ordinance. An authorization ordinance submitted to voters under section (A) must provide sufficient public notice of the authority conveyed and shall not be effective unless the following parameters are specified:
 - 1. the types of city resources to be authorized;
 - 2. the permissible uses of such resources;
 - 3. the estimated cash value of any authorized resources and any associated personnel costs; and,
 - 4. the duration of the authority extended.

Sufficient public notice for an authorization ordinance under this subsection is provided to city voters if the certified ballot title accurately summarizes the authorized parameters and provides a link to a detailed description hosted on a city website. If sufficient public notice cannot be accomplished in the manner above, the city shall provide such information to voters by mail at least 21 days in advance of the election.

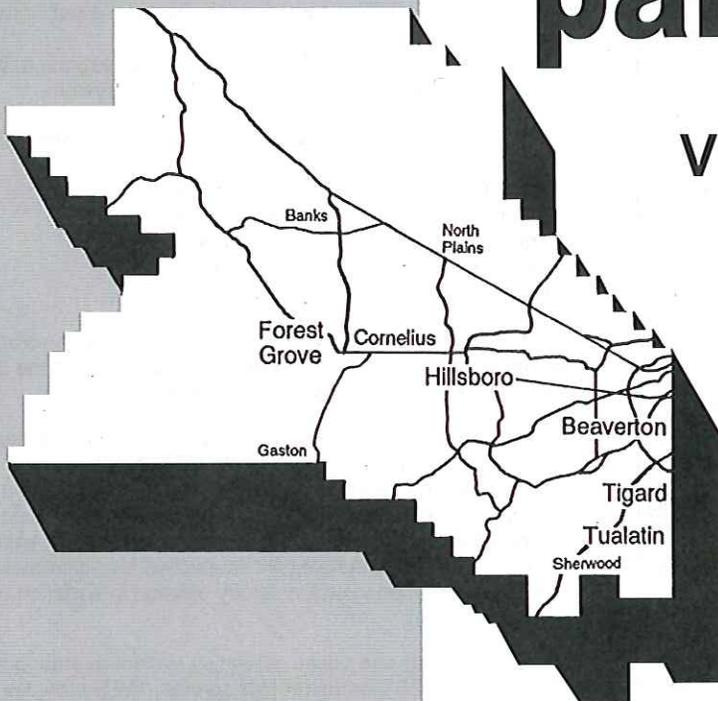
- C. This measure shall become immediately effective upon passage. If any provision of this measure is barred from operation by superior law, the other provisions shall remain unaffected. Sections (A) and (B) shall be codified as a new section of Chapter X of the Tualatin City Charter.



Elections Division
3700 SW Murray Blvd.
Beaverton, OR 97005-2365

www.co.washington.or.us

Washington County voters' pamphlet



**VOTE-BY-MAIL
SPECIAL
ELECTION**

September 16, 2014

**To be counted,
voted ballots must
be in our office
by 8:00 p.m. on
September 16, 2014**

Washington County Board of County Commissioners

Andy Duyck, Chair
Dick Schouten, District 1
Greg Malinowski, District 2
Roy Rogers, District 3
Bob Terry, District 4

ATTENTION

This is your county voters' pamphlet. Washington County Elections prints information as submitted. We do not correct spelling, punctuation, grammar, syntax, errors or inaccurate information. All information contained in this county pamphlet has been assembled and printed by Rich Hobernicht, County Clerk-Ex Officio, Director Washington County Assessment & Taxation.

Dear Voter:

This pamphlet contains information for one district. If you have any questions, call 503-846-5800.

City of Tualatin

Measure No. 34-220

Ballot Title – Proposed by Initiative Petition

Prohibits Using City Resources for Rail Transit Without Specified Election

Question: Amends Charter to require specified election approval before City could authorize use of City resources for public rail transit systems

Summary: The proposed charter amendment would prohibit the City Council from authorizing the use of "city resources" including:

- Public funds,
- Staff time,
- Lobbying agreements,
- Property interests,
- Tangible or Intangible city assets, and
- The right to direct or permit the use of those resources

for any of the following activities:

- Financing,
- Design,
- Construction, or
- Operation

of any public rail system operating inside and outside the City unless city voters first approved such use.

The authorization voters would consider must specify the types of city resources to be authorized; the permissible use of those resources; the estimated cash value of the resources with the associated personnel costs; and the duration of the authorization.

"City resources" could not be used to develop the information necessary to estimate the cash value of the resources, associated personnel costs, or duration of the authority needed to prepare an authorization ordinance for the election. City resources could be used for a public safety concern caused by the operation of public rail transit systems.

Explanatory Statement

The Measure would amend the City Charter to immediately prohibit the City Council from authorizing the use of "city resources" to finance, design, construct, or operate any public rail transit system without first obtaining prior approval from the voters through an "authorization ordinance." "City resources" would include public funds, staff time, lobbying agreements, property interests, tangible and intangible city assets, and the right to direct or permit use of "city resources."

If approved, the Measure would prohibit the City Council from authorizing the following actions, unless City voters approve the actions through an "authorization ordinance":

- Issue bonds to finance a new public rail transit system or expand a current public rail transit system;
- Hire a design consultant, or pay City staff, to create engineering drawings for a public rail transit system;
- Fund construction of a public rail transit system; and
- Operate a public rail transit system.

The Measure's limitation would apply only to the City Council's ability to authorize the financing, design, construction, or operation of a public rail transit system. The Measure would not:

- Apply to "city resources" used for transportation planning of a public rail transit system, including through the selection of a locally preferred alternative;
- Apply to City activities the Charter delegates to the City Manager to authorize;
- Prohibit City Councilors, or City staff, from attending internal or external meetings where the topics of finance, design, construction, or operation of a public rail transit system are discussed;
- Prohibit City Councilors, or City staff, from participating in advisory groups or making advisory decisions about the financing, design, construction, or operation of a public rail transit system;
- Prohibit the City Council from participating with other governmental entities in the financing, design, construction, or operation of a public rail transit system if "city resources" are not used to finance, design, construct, or operate the public rail transit system; or
- Prohibit "city resources" from being used to respond to public safety concerns caused by a public rail transit system.

Under the Measure, an "authorization ordinance" must contain the following information:

- The types of City resources authorized;
- The permissible uses of such resources;
- The estimated cash value of the resources;
- The associated personnel costs; and
- How long the authorization is effective.

The Measure requires specific public notice for "authorization ordinance" elections, including information hosted on the City website and potentially notice mailed directly to voters.

Under state law, there are four election dates available each year for City voters to approve "authorization ordinances." The City must pay the costs associated with any "authorization ordinance" election, unless the election is held on an even numbered year and on the date of a state primary or general election. The estimated cost for an election is approximately \$14,000, based upon current county election information and voter registration.

There is currently one public rail transit system operating in Tualatin, the WES Commuter Rail service. WES provides service from Tualatin to Wilsonville and Beaverton.

Submitted by:
Sean Brady, City Attorney
City of Tualatin

City of Tualatin

Measure No. 34-220 Arguments

Argument in Favor

YES on Measure 34-220

For the Right To Vote.

Without asking voters, Tualatin City Council may be preparing to partner in a new \$2-\$3 billion Portland Light Rail line to Tualatin. Just like they did with WES!

Voting YES on Measure 34-220 will force the City Council to seek voter approval before spending any city money on any Light Rail project.

Measure 34-220 will require the public vote that City Council does not want you to have.

Over 2000 Tualatin voters signed the petition to provide the only opportunity for Tualatin residents to vote and decide if light rail should come to Tualatin.

With strong support from the community we are anticipating a victory on September 16th making Tualatin the third city to demand a public vote on light rail.

This is a non-partisan effort to give Tualatin voters the kind of voice they deserve. The voice that matters most. With an election.

To be clear we do NOT believe Tualatin voters want any Light Rail Transit. Nor do we believe voters want any downtown Light Rail station or the kind of high density Transit Oriented Station Development that adds apartments, residents, their vehicles, increased congestion & crime.

With a **YES vote on Measure 34-220** voters are given the chance to make it clear with their ballots.

We DO believe Tualatin voters will ultimately support better transportation decisions for Tualatin. Various road, sidewalk and 99W or Sherwood connector improvements have long been delayed by politicians choosing WES and previous MAX lines instead. Alternatives to the current TriMet system may also cost less & provide better service.

Tualatin businesses and residents can make a difference in September.

Please join us in helping us get the word out to vote **YES on Measure 34-220**

Aaron Crowley, Chief Petitioner

This Information Furnished By:
Aaron Crowley

The printing of these arguments does not constitute an endorsement by Washington County, nor does the county warrant the accuracy or truth of any statements made in the arguments.

Argument in Favor

Vote Yes on Measure 34-220

Measure 34-220 was made possible by a citizen's initiative petition to make sure there is an opportunity for a public vote on light rail.

Public voter approval should be required on large public issues that cost millions of taxpayer dollars.

Tualatin taxpayers should also be allowed to vote on decisions which dramatically impact our downtown and community.

We trust our elected local officials to make the day to day decisions which keep our community running smoothly. Mayor Ogden and City Councilors should NOT make the enormous decision whether or not expensive light rail is good for Tualatin. Voters should decide. A public vote on light rail is no different than a vote on a school bond measure or a public safety measure.

At a recent light rail forum regarding transportation decisions, Mayor Ogden said "I'm not saying voters are uninformed, but you have to be full-time at understanding to say yes or no." This is OUR community and OUR downtown. Tualatin residents DO have the understanding of our community and downtown. We should have the right to make the decision whether we want to have light rail and an additional station in our downtown. We are qualified to decide whether the costs and impacts of light rail in our downtown are worth the benefits.

Without M34-220 approval, and the public vote it will require, the Tualatin City Council may obligate Tualatin's taxpayers to pay millions of dollars for light rail. The cost to bring a light rail line from Portland into our downtown will likely be over \$2 billion dollars. Tualatin's financial obligation could be \$5-\$15 million dollars or more.

Vote yes on Measure 34-220 to ensure Tualatin taxpayers decide whether this debt is worth the benefits – since we are the ones who will end up paying the bill.

This Information Furnished By:
Jan Giunta

No Arguments in Opposition of this measure were filed.

Voter Registration Information

Registering to Vote

To vote in Oregon you need to be registered in the county where you reside.

You can register if you can answer yes to these three questions:

- Are you a resident of Oregon?
- Are you a US citizen?
- Are you at least 17 years of age?

If you are 17 years of age, you will not receive a ballot until an election occurs on or after your 18th birthday.

How to register

You can register to vote online at www.oregonvotes.gov or you can get a voter registration card at any of the following places:

- Any County Elections Office
- The Secretary of State's Office
- Some state agencies such as the Division of Motor Vehicles
- A voter registration drive
- Some locations of the United States Postal Service

You can fill the card out in person or send it in by US mail. You can also print out a registration card online at: www.oregonvotes.gov

The deadline for new registrations or to make party changes is 21 days prior to Election Day.

What information is required to register?

To complete your registration you will provide your:

- Full legal name
- Home address
- Date of birth
- Signature
- Valid identification

What are the identification requirements?

1. If you have a current, valid Driver's License, Permit or ID number issued by the State of Oregon Division of Motor Vehicles (DMV), you must provide it in the boxes on the card.

A suspended Driver's License is still valid; a revoked Driver's License is NOT valid.

2. If you do not have a current, valid Driver's License, Permit or ID number issued by the State of Oregon Division of Motor Vehicles, you must affirm this on the card by marking the appropriate circle and you must then provide the last four digits of your Social Security Number.

3. If you do not have a Social Security number, you must affirm this on the card by marking the circle in indicating you do not have a valid Driver's License or Social Security number.

4. If you do not have a Driver's License, Permit, ID number, or a Social Security number, and you are registering by mail, you must provide a copy of one of the following which shows the voter's name and current address:

- Valid photo identification
- A paycheck stub
- A utility bill
- A bank statement
- A government document
- Proof of eligibility under the Uniformed and Overseas Citizens Absentee Voting Act (UOCAVA) or the Voting Accessibility for the Elderly and Handicapped Act (VAEH)

If you do not provide valid identification, you will not be eligible to vote for Federal races. You will, however, still be eligible to vote for state and local contests.

Selecting a political party

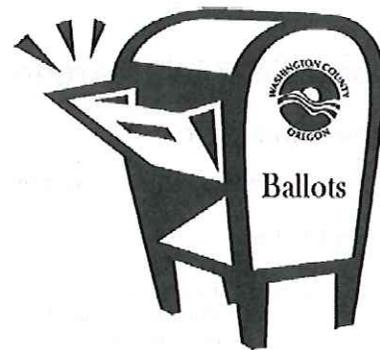
You may want to select a political party when you register but it is not required.

Major political parties require you to be registered as a member of their party in order to vote for their candidates in the Primary Election.

Updating your voter registration

Once you have registered, you are responsible for keeping your information up to date. You can do this online at www.oregonvotes.gov or by completing and returning a voter registration card with the new information. You should update your registration if you do any of the following:

- Change your home address
- Change your mailing address
- Change your name
- Change your signature
- Want to change or select a political party
- Will be away from home on election day



BALLOT DROP SITES

September 16, 2014

**Ballots must be received by
8:00 p.m. Election Day.**

24 hour drop sites

**Washington County
Elections Office**

**3700 SW Murray Blvd
Beaverton**

(Front Lobby Drop Slot)

Tualatin Police Department

**8650 SW Tualatin Rd
Tualatin**

(outside box)

**Clackamas County
Elections Office**

**1710 Red Soils Ct
Oregon City**

(outside/inside box)

Call for hours

**Tualatin Public Library
18878 SW Martinazzi Ave
Tualatin**



PLEASE RECYCLE THIS INFORMATION SHEET.